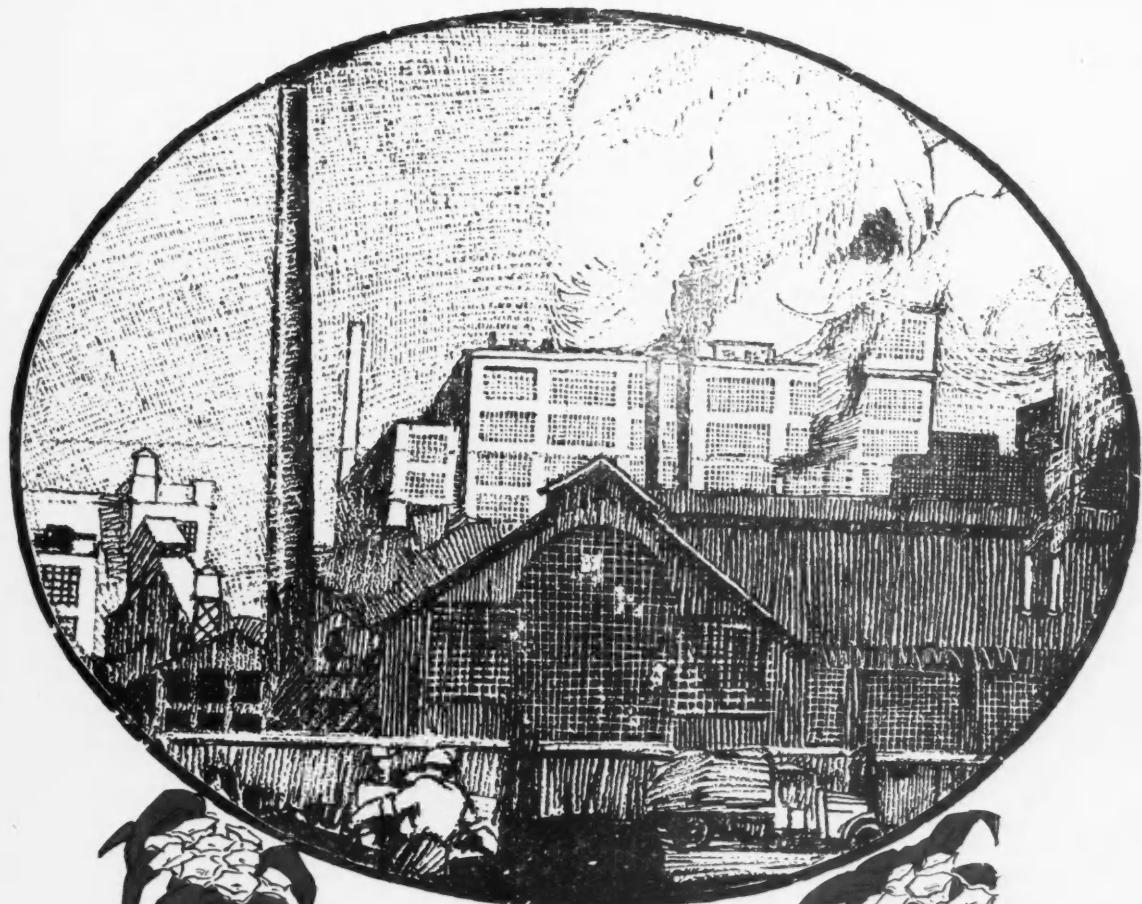


JUNE



CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

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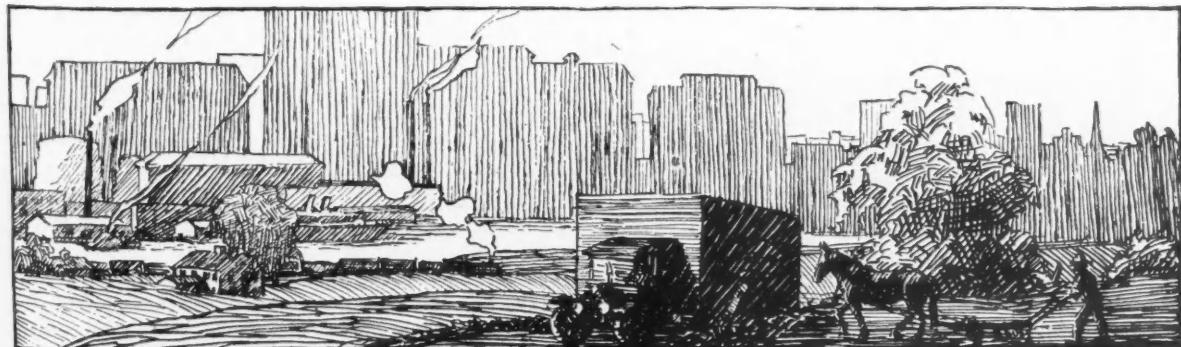
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PRO-RAILROADISM

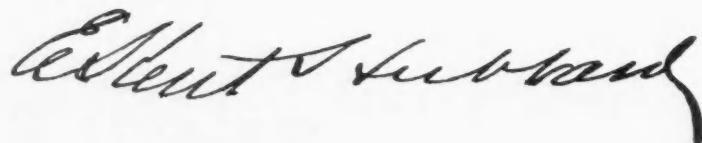
From certain groups, notably from a group headed by Congressman Huddleston of Alabama, have come accusations of pro-railroadism. This gentleman and others of his ilk maintain that the railroads are and of right ought to be natural enemies of the public, including the shipping and traveling public. He attacks all those who are attempting to aid in the development of an adequate transportation system with the denunciation that "they are doing the work of the railroads, particularly the dirty work."

The shipper of freight holds no brief for the railroads but he recognizes the fact that adequate transportation facilities are his vital need. Competitive rates and satisfactory service are as essential to the proper conduct of his business as are competent operatives, sufficient capital and efficient machinery. He recognizes that his interests are indissolubly linked with the interests of the transportation system which should serve him.

Possibly this is a new viewpoint which has resulted from the change in attitude of railroad management. Prior to 1900 the railroads were the offenders and rightly deserved all the criticism and public condemnation which was hurled at them. From 1900 to 1920 the railroads were the target for all sorts of restrictive and even confiscatory legislation. However, with the passage of the Transportation Act of 1920 we see a distinct change of attitude on the part of Congress and of the public which it represents — an attitude of helpfulness; a realization that the railroads are managed by men who have the interests of the country at heart; a realization that the railroads are owned by literally thousands of stockholders many of them of small means and a knowledge that the prosperity of industry and of every citizen is inseparably interwoven with the prosperity of railroads.

Personally, I deem it the duty and obligation of every person to lend their best thought and effort to the establishment of the railroads on a firm foundation, in order that the services offered adequately may meet the needs and desires of shippers and the traveling public. The ideal condition of affairs can be brought about by honest, efficient and economical railroad management working with an interested and unbiased public.

The enemies of the public, the railroads and industry are those who, through anti-railroad utterances are attempting to nullify the effects of the Transportation Act of 1920.

A handwritten signature in cursive script, appearing to read "Elbert Hubbard". The signature is written in black ink on a white background, enclosed within a decorative double-line rectangular border.

RESEARCH

THE VEHICLE OF NEW ENGLAND'S INDUSTRIAL FUTURE

By C. L. EYANSON

Being excerpts from an address

New England assumed industrial supremacy in the beginning of the skill of her craftsmen. Through the honesty of her products she has come to be recognized throughout the world as a maker of articles and materials of excellence and reliability. She has successfully overcome the somewhat theoretical disadvantages of distance from raw materials, fuel and markets. In the age of handcraft she was able to overcome all disadvantages and to produce products which were the envy of the entire world. With the coming of the Industrial Revolution she still maintained her supremacy. Her water power was comparatively abundant. Her ability to build and operate ships established her foreign commerce on a firm foundation. The ingenuity of her artisans made possible the application of the discoveries of the Industrial Revolution.

On these foundations of superior craftsmanship and the application of modern methods of manufacture, she became and is still, second to none in many lines of industrial endeavor. True, she has not been able to maintain absolute supremacy, as absolute supremacy cannot be maintained in a country so large and so rich in natural resources as is the United States. She could not maintain within her borders, because of sheer physical incapacity, all of the great industries which now flourish in the South, the Middlewest and the West. But those who say that she is losing or will lose her textile industries are in error. A comparison of the number of spindles in operation is conclusive proof that she has not lost the

industry. A study of technical and economic factors discloses that she is not likely to lose it. That she will lose her rubber industries to the Middlewest is also erroneous. That her boot and shoe industries must move to St. Louis cannot be substantiated by economical or historical reasoning. That her metal industries will move to other sections of the country is the dream of those who know not New England. That here paper industries will be taken by the northcentral states is the hope of those states and nothing more.

New England is certain to retain her industrial supremacy and will always be a most important factor in the manufacture of many supplies, materials and implements.

However, we of New England cannot rest upon our past laurels nor can we afford to assume the attitude of self-sufficiency which has always resulted in decay. As I have said New England capitalized the geniuses of her craftsmen. She capitalized the use of power driven and automatic machinery. In the

future her supremacy and her very existence, as is the case with all other sections of the country, is dependent primarily upon the utilization of the results of research. It is safe to say that the average citizen, in fact the average manufacturer connects, for some reason, the idea of research with a long-haired eccentric individual laboriously working out some useless formula in an attic laboratory. This conception of research is unfortunate and it is the function of enlightened manufacturers and of all organ-

RESEARCH BUREAU CAN SOLVE YOUR PROBLEMS

Manufacturers Association of Conn.
New Haven, Connecticut.
Gentlemen:

Pursuant to our request of March 29 and subsequent arrangements by telephone with you, Doctor Haggard of the Yale Scientific School visited our works yesterday and took up the two problems we had in mind; (1) skin infection due to cutting oils, and (2) possible danger of TNT poisoning in the manufacture of our Cordeau-Bickford Detonating Fuse.

We were very much pleased with the result of Doctor Haggard's visit both because he has apparently solved our problem without any elaborate investigation, and also because of the method of attacking our problem. It seems to us that this is evidence of the practicability of the co-operation for industrial research which has been instituted by the University in connection with the Manufacturers Association of Connecticut; and we assure you that this small problem of ours has been handled to our entire satisfaction, and will lead us to bring out problems of the future before your committees for solution.

If there is any expense in connection with the work, we shall be very glad to remit as directed.

Thank you for the prompt and efficient manner in which this has been handled.

Yours very truly,

THE ENSIGN-BICKFORD COMPANY,
(Signed) H. E. Ellsworth,
Vice-President.

FULL INFORMATION MAY BE SECURED FROM
ASSOCIATION'S HEADQUARTERS

izations composed of manufacturing concerns to give to the unenlightened some conception of the important part which research must play in the future of their business. This fact can be most forcibly presented through a study of the results of research during the last 70 years. Ask those who doubt the value of research to sit at their desk or their bench and look about them, and contemplate their own inability to perform their daily functions without the appliances and methods which have been developed through research. Ask them to determine for themselves what they would do without the telephone, without the typewriter, the electric light, the mimeograph, the multigraph, the trolley car or the automobile, the telegraph or any of the numerous appliances and apparatus which have been developed because of the research labors of individuals. Ask them to scan a table such as the following and to determine for themselves whether or not industry and modern civilization itself could exist without the aid which has been given through the efforts of the men listed.

It is interesting to note that a majority of the epoch making inventions and discoveries have come within our life time. We have failed to notice them because we are living in an age in which new impressions so completely envelope us that the invention of one or two years ago is accepted as commonplace today. We fail, I believe, to appreciate how completely our entire environment has changed. You undoubtedly remember the incident attending your first view and use of the telephone. The thing was uncanny and there were old women in the neighborhood who were afraid to use it. The same is true of the radio today, the same is true of the automobile, of the elevated train, of the subway. You no doubt remember when street cars were drawn by horses, and you remember your amazement when you saw the horseless street car clang down the street. You remember the coming and the passing of the bicycle, and you will remember that they were almost as common as automobiles are today. You will remember having done your studies by the light of the old kerosene lamp, you may have continued your studies under the Welsbach gas mantle, and you may have concluded them under the Mazda lamp. You remember the thrill when you first saw an aeroplane zooming through the sky and you can remember when you attended the first nickelodeon where the actions of people and animals were recorded on a flickering screen. You remember all these things and many more, depending upon the

nature of the industry in which you are engaged. You have seen the coming of many types of machines. You have seen them replaced by better machines and you are at the present time wondering whether or not the machines which you have should not be scrapped to give way to more modern machinery. This will always be so, for unless we observe the modern tendencies we cannot hope to maintain the supremacy which is ours.

Many other changes have occurred which you have not observed unless you are an engineer, unless you are a chemist, an economist, a psychologist, or a specialist in any one of the many fields whose development is entirely dependent upon research. The great war, of course, brought most of us to a realization of the strides which could be made in the chemical field, but the layman cannot know the discoveries which are being made daily which will add to his efficiency and his happiness.

Not only in the field of technical research must we delve in order to maintain the position which we hold and which we should hold, but also in the field of management for, as the president of one of our really great research organizations stated some time ago "It is only in the last few years, since the Great War, that men have come to realize that the problems of industry are far too complex to be solved by the work of the mind alone and that such problems must be primarily considered from the standpoint of development of processes based on the established principles of science. For these reasons there is no longer an economic period in which attention should be fixed first upon invention and the price of machinery by which the force of man can be multiplied. It is a period when attention must be fixed upon research and processes of savings through their use by men with trained minds. Professional education must play a greater part in the organization and direction of processes of industry." True, research is one of the fundamentals of industrial advance and as it has been pointed out, there is an even greater opportunity for advance provided one truth is recognized — that opportunity rests in the development of knowledge and trained men, which is possible only through the utilization of the results of educational research. It may, therefore, safely be said that the manufacturer who fails to recognize the value of research and who fails to utilize the results of research, both in technical fields and in the field of management, is failing to take advantage of opportunities and profits that are rightly his. His industry will decay unless he recognizes

that research is as important a part of his managerial responsibilities today as craftsman ability was to the worker of two generations ago.

We have not reached the final goal of the results which research can accomplish. We shall never reach that goal. There is no goal. The advances will be continuous as long as inventive minds can be developed and as long as education can build upon the experience which it has attained over two thousand years. It is the business of every industrial executive to keep abreast of research developments, yet how many industrial executives know of the developments during the past year? How many know that there has been developed a calculating machine that can compute algebraically, a printing machine that dispenses with type, electrotypes and halftones, and instead of printing from a design which carries the ink, prints more rapidly and better from a pattern which never comes in contact with the ink? How many know that we are on the threshold of an era of changes in the great field of metallurgy? Steel has ruled in the field of alloys. How many realize that the inventor is now on the horizon who is producing a new metal with the strength of steel, non-corrosive and lighter in weight? Developments are taking place in every field and yet there are many manufacturers who wait until competitors are completely intrenched before they take action.

It is therefore incumbent upon those who recognize the value and indispensability of technical, managerial, economic and pure scientific research to spread the gospel to those who do not. It is safe to predict that industry shall be maintained, or shall rise or fall in just such measure as research is employed in modern industry today. Those who see the light shall prosper; those who refuse to be enlightened will fail.

DATE	INVENTOR	INVENTION OR DISCOVERY
1857		War vessel (iron-clad)
1858	Giffard	Boiler feed injector
1858	Wright & Gould	Breech loading ordnance
1858	E. A. Gardner	Cable car
1858	J. S. Marsh	Elevator and platform in the reaper (inclined)
1858	Henry Voelter	Wood pulp (ground)
1860	Gaston Planté	Battery (storage or secondary)
1860	F. P. E. Carré	Ice machine (ammonia absorption)
1860	Philip Reis	Telephone (singing)
1861	Col. N. W. Green	Driven well (tube with pointed perforated end driven into ground)
1861	E. G. Otis	Elevator (passenger)
1861	George McKay	Sewing machine (shoe)
1861	Charles Craske	Stereotyping process (improved)
1861		Wire fence (barbed)
1862	Dr. R. J. Gatling	Gatling gun
1862	Frederich Woehler	Production of calcium carbide
1862	John Ericsson	Steam battery (first iron-clad)
1862	Theodore Timby	Turret (revolving for floating battery)
1863	J. F. E. Schultze	Gunpowder (smokeless)
1863	M. Fourneaux	Pneumatic pianoforte player
1864	A. Nobel	Gelatine (explosive)
1864	Jacob Behel	Grain binding device (automatic)
1864	J. A. Cummings	Rubber plate (dental)
1865	Sir Joseph Lister	Antiseptic surgery
1865	Martin	Fine steel making process
1865	William Bullock	Printing press (web-feeding)
1866	Cyrus W. Field	Atlantic Cable laid
1866	Wilde	Dynamo electric machine
1866	Siemens-Martin	Open-hearth steel process
1866	C. Burleigh	Rock drill (compressed air)
1866	Whitehead	Torpedo
1867	Tilghman	Sulphite process (making paper pulp from wood)
1868	A. Nobel	Dynamite
1868	Moncrief	Gun carriage (disappearing)
1868	H. Mege	Oleomargarine
1868	B. Slusser	Sulky plow
1868	C. L. Sholes	Typewriting machine (first practical)
1868	W. A. Brickell	Water heater for steam fire engine
1869	David L. Garver	Harrow (curved spring tooth)
1869	Alfred E. Beach	Hydraulic power tunnel shield
1869	George Westinghouse	Railway air brake
1870	J. W. & Isaac Hyatt	Celluloid
1870	Gramme	Dynamo-electric machine
1870	L. Hailer	Gun-lock (rebounding)
1871	S. Ing尔斯oll	Drill (compressed air rock)
1871	S. D. Locke	Grain binder
1871	Hoe & Tucker	Printing-press (continuous web)
1871	R. L. Maddox	Photographic gelatino bromide emulsion
1871	Goodyear	Shoe-sewing machine (Good-year welt)
1872	George Westinghouse	Automatic air brake
1872	Clerk Maxwell	Theory that light is electric phenomenon
1872	J. Lyall	Weaving loom (positive motion)
1873	E. H. Janney	Car coupler (automatic)
1873	Charles Bennett	Gelatino bromide photographic emulsion
1873	M. L. Gorham	Harvester twine binder
1873	Willis	Photographic platinotype process. By this process prints are permanent
1873	Locke & Wood	Reaper (self-binding)
1873	T. A. Edison	Telegraph (quadruplex)
1874	Sir Wm. Thompson	Recorder for submarine telegraphs (siphon)
1874	Glidden & Vaughan	Wire machine (barbed)
1875	D. Brown	Cash carrier (store)
1875	R. P. Pictet	Ice making machine
1875	Geo. T. Smith	Middlings purifier for flour
1875	F. Wegmann	Roller flour mills
1875	T. S. C. Lowe	Water gas (illuminating)
1876	Russell	Continuous machine for making tobacco cigarettes
1876	Paul Jablochkoff	Electric candle
1876	Andrew Campbell	First satisfactory web perfecting printing press
1876		Portland cement (first plant in U. S.)
1876	D. C. Prescott	Saw mills (steam feed)

DATE	INVENTOR	INVENTION OR DISCOVERY	DATE	INVENTOR	INVENTION OR DISCOVERY
1876	Graham Bell	Speaking telephone	1889	Serpellet	The first practical "horseless carriage"
1877	T. A. Edison	Carbon microphone	1890		Bicycles with pneumatic tires
1877	N. A. Otto	Gas engine	1890	W. Stephens	Electric plow
1877	T. A. Edison	Phonograph	1890	Krag-Jorgensen	Krag-Jorgensen magazine rifle
1877	Emil Berliner	Telephone transmitter of variable resistance	1890	Ottmar Mergenthaler	Linotype machine (improved)
1878	T. A. Edison	Carbon filament for electric lamp (Beginning of the incandescent vacuum electric light)	1891	Edouard Branly	"Coherer" for receiving electric waves
1878	Mallon	Cultivator (rotary disc)	1891	Emile Berliner	Microphone
1878	Gally	Marked progress in the "Expression" of self-playing pianofortes	1891	G. F. Russell	Paper pulp digester (cement lined)
1878	Divided	Process of half-tone engraving	1891	Northrup	Power loom
1879	J. F. Appleby	Automatic binder (grain)	1891	Brown	Round bale cotton press
1879	Sir Wm. Crookes	Discovery of cathode rays	1891	C. A. Parsons	Steam turbine (rotary)
1879	Lee	Magazine rifle	1892	J. J. A. Trillat	Commercial application of Formic-aldehyde
1879	W. Foy	Steam plow	1892	Otto Daimler	Gasoline motor
1880	Blake	"Blake" telephone transmitter	1892	Frank Shuman	Wireglass
1880	Greener	Hammerless gun	1893	E. G. Acheson	Carborundum making process
1880	Sternberg	Isolation of pneumonia bacillus	1893	Thos. L. Wilson	Calcium carbide produced in electric furnace
1880	Eberth & Koch	Isolation of typhoid bacillus	1893	T. A. Edison	Kinetoscope
1880	Camille A. Faure	Storage-battery	1893	Kimball	Shoe-last lathe for different lengths
1881	Reece	Button hole machine	1894	Lord Rayleigh and Sir Wm. Ramsay	Argon, a chemical element
1881	Wm. Schmid	Photographic camera for plates (hand)	1895	Thos. L. Willson	Acetylene gas from calcium carbide
1882	Schmaele	Further advancement in "Expression" of self-playing pianofortes	1895		Electric locomotive (B. & O. Belt Tunnel)
1882	Louis Pasteur	Isolation of hydrophobia bacillus	1895	Carl Linde	Liquifying air process
1882	Robert Koch	Isolation of tuberculosis bacillus	1895	Wolfmuller & Geisenhof	
1884	Kuno	Antipyrine	1895	Prof. W. C. Roentgen	
1884	Geo. W. Marble	Bicycle (rear-driven chain safety)	1896	Henri Becquerel	
1884	Schultz	Chrome tanning of leather	1896		
1884	Robert Koch	Isolation of cholera bacillus	1896	Hardy	
1884	Loeffler	Isolation of diphtheria bacillus	1896	Niels R. Finsen	
1884	Nicolaier	Isolation of lockjaw bacillus	1896	G. Marconi	
1884	Ottmar Mergenthaler	Linotype machine	1897	Diesel	
1885	Cowles	Aluminum (reducing process)	1897	Walter Nernst	
1885	C. J. Van Depoele	Contact device for overhead electric trolley	1897		
1885		Electric railway (first in U. S. Hampden and Baltimore, Md.)	1897	Goldschmidt	
1885	Carl Welsbach	Gas burner	1898	Madame S. Curie	
1885	Bowers	Hydraulic dredge	1898	G. H. Hulett	
1886	Matteson	Combined harvester and thresher	1900	H. A. W. Wood	
1886	Elihu Thompson	Electric welding	1900	Kjellin-Heroult	
1886	Bell & Tainter	Graphophone	1900	Taylor & White	
1887	D. C. Prescott	Band wood saw	1900	Peter Cooper Hewitt	
1887	McArthur & Forrest	Cyanide process of obtaining gold and silver	1900	Credit divided	
1887	Carl A. von Welsbach	Incandescent gas light	1901	M. Santos-Dumont	
1887	Nicola Tesla	System of polyphase electric currents	1901	Deering Harvester Co.	
1888	H. DeChardonnet	Artificial silk making process	1901	Denny & Bros.	
1888	Heinrich Hertz	Hertzian waves or electric wave radiation	1901	G. Marconi	
1888	Harvey	Process of annealing armor plate	1903	Edison	
1888	Eastman & Walker	Snap-shot camera-Kodak (Using a continuous sensitized ribbon film)	1903	Birkeland	
1889	Chas. M. Hall	Aluminum making process	1905	Wright Brothers	
1889	Weston et al.	Electrolytic refining	1906	Anschutz-Kampfle	
1889	Schneider	Nickel steel	1906	D. Roberts	
1889		Rotary cement kilns (first in U. S.)	1907	Disputed	
			1908	Divided credit	
			1911	Urban-Smith	
			1913	M. U. Schoop	
			1914	I. N. Lewis	
			1915	F. C. Brown	
			1918		70-mile gun
					Air-cooled gun
					Phonopticon

FEDERAL TAX SERVICE BUREAU

DECISIONS IN BORDER LINE CASES.

The outstanding problem of interest in the Federal tax situation is the final disposition by Congress and the President of the Revenue Act of 1924.

As it is probable that this question will be determined by the time this issue of the magazine reaches its readers it would appear to be a waste of time to present an article on taxes based on the Revenue Act of 1921 or to attempt to outline the situation under the new act, as this may never be enacted into law.

It is true that many of the rulings and decisions which have been crystallized into settled procedure under the former acts will still be applicable under any new legislation. This is particularly true as to the definition of what is taxable income, both as to gross income and to the allowable deductions.

The difficulty in the past has been to ascertain what are controlling decisions on so-called "border-line" cases. The published rulings in the current bulletins issued by the Treasury Department are expressly limited to the particular case with its peculiar facts, and are merely indicative of the trend of official opinion in the administration of the law. They have none of the binding effect of a decision reported in any legal report and many times when a case is presented to the Bureau which appears to be on "all fours" with a reported case the taxpayer is informed that the reported ruling is not at all binding, as the slight variation in facts relieves the officials from deciding the case in accordance with what appears to be a precedent.

Furthermore, many decisions are made which are not published in the bulletins and it may happen that the points decided are those which would be of great benefit to the taxpayer if the facts were known.

These defects can be remedied by a ruling providing for the publication of all decisions made by the Committee on Appeals and Review, with the elimination, of course, of all reference to the name of the taxpayer and the location of the business or of any information which would lead to the disclosure of the identity of the taxpayer, and by a further ruling that decided cases must be accepted as a precedent in so far as they are applicable to a case subsequently presented for decision.

It is probable that satisfactory procedure

will not be established until there is created a Court of Tax Appeals similar to the Court of Customs Appeals which now has jurisdiction over disputed tariff matters.

The Board of Appeals provided for in the Revenue Act of 1924 is a step in the right direction but it is doubtful if it goes far enough or that the Board would be sufficiently independent of the influence of the Treasury Department.

Of course, the great difficulty arises from that fact that many business concerns do not desire to have the pertinent facts relating to the conduct of the business and the resulting profits and losses laid bare to the public, but without a certain degree of publicity it is a question if the exact justice to which the taxpayer is entitled can be arrived at satisfactorily.

Many of the rulings which govern the Income Tax Unit appear to be most arbitrary and entirely unjustified by the law or the regulations. A case in point is the refusal to accept waivers for 1918 as a basis for filing claims for refund, unless the waivers have been requested by the Commissioner. This appears to be unwarranted under the law and to correct the situation a bill has been introduced into the Senate making it mandatory for the Commissioner to accept such waivers. Whether this bill will pass before Congress adjourns is a question, as the time is short, but if not it should pass during the next session of Congress, for otherwise many taxpayers will be barred from taking advantage of recent Court decisions and changes in regulations because the period of limitation prevents the filing of claims for refund.

A point which should be observed by all taxpayers is that payments of additional assessments should always be made under protest. To do this the check making payment should be so marked and the Collector should be notified by letter at the time the payment is made. This procedure will preserve valuable rights to the taxpayer which otherwise would be lost and may save much trouble in the future if it should be found that the additional assessments are unwarranted.

High taxes, both for individuals and corporations, are without question with us for many years, and while it is the duty of the taxpayer to pay every dollar which is due the Government, not one cent more than is required under the law should be paid.

ASSOCIATION ITEMS

TAXATION COMMITTEE MEETING AT PUTNAM

On Monday, June 9, at 2:30 P. M. Daylight Saving time (1:30 Standard time) the Taxation Committee of the Association will meet at the Putnam Inn in Putnam, Connecticut. In the past the Association has been compelled to rely upon correspondence in determining the wishes of its members in regard to taxation, legislation and in regard to the operation of local and state taxation laws. The problems have become so many and so complicated, that personal contact is necessary. All members of the Association in the New London, Windham and Tolland counties are urged to attend this meeting. Members in other sections of the state are cordially invited. Fred R. Fairchild, head of the Department of Economics at Yale University, recent advisor to the Government of the United States of Columbia, and advisor to the Taxation Committee of the Association will speak on budget and accounting methods by state and towns. Guy P. Miller, chairman of the Taxation Committee, will speak on a number of important matters concerning the operation of the present taxation laws. William H. Corbin, former tax commissioner of the state of Connecticut, will present some interesting facts in regard to the application of state laws. W. I. Bullard, who is well-known throughout the state of Connecticut and particularly the eastern part of the state, has an interesting message to deliver. Following these informal talks, the meeting will be thrown open to all in attendance for the purpose of discussing questions of local interest. A large attendance is expected.

GEORGE B. CHANDLER APPOINTED FULL-TIME SECRETARY OF STATE CHAMBER

President Stanley H. Bullard has announced that on June 1, George B. Chandler will assume his duties as full-time secretary of the organization at a salary of \$10,000 yearly. Mr. Chandler was formerly part-time secretary of the organization, devoting the remainder of his time to the work of the office of the Compensation Commissioner which he recently resigned.

CHENEY BROTHERS OPEN FALL LINES

On May 7, Cheney Brothers opened their fall lines of silk in their New York exhibition rooms at 215 Fourth Avenue. Henri Creange, art director of the company, presented an attractive and elaborate display which has caused much discussion in the silk trade.

NEW INDUSTRY FOR STAMFORD

The Harris Construction Company of Stamford has purchased the Carlisle Tire Co. plant at Stamford. President Benjamin Harris of the Harris Company has stated that the plant will be occupied by a new industry at an early date.

BOARD OF EDUCATION OPPOSES LABOR BILL

A resolution opposing the proposed child labor amendment to the Constitution now before the United States Senate was unanimously passed at a meeting of the State Board of Education.

MEETING OF AGRICULTURAL COMMITTEE WITH STATE BOARD OF AGRICULTURE

On Thursday, May 8, members of the Agricultural Committee of the Association met with the State Board of Agriculture in order to consider certain proposals offered by that Board as to ways in which the Manufacturers Association might be of aid in bringing about improvement in agricultural conditions in the state. A complete program of agricultural activities of the Association will be submitted to the membership in the near future.

RESIGNATION OF CHAIRMAN OTTERSON

Mr. J. E. Otterson, President of the Winchester Repeating Arms Company, New Haven, has resigned as chairman of the Industrial Relations Committee of the Association, due to the pressure of business. Mr. Otterson remains, however, as a member of the committee. The Industrial Relations Department of the Association has extended its activities and has increased the service to such an extent that a great deal of time is required of the chairman of the Industrial Relations Committee.

In celebration of the 250th anniversary of the founding of the City of Waterbury, the Chamber of Commerce of that city will hold an Industrial and Mercantile Exposition during the whole week of June 2.

FEDERAL LEGISLATION

At this writing warnings are coming from many well-informed quarters that President Coolidge will veto many of the really important measures now pending in Congress. His threat to veto the Immigration Bill has not caused the proponents of that bill to insert an amendment postponing the effective date of the Japanese Expulsion Section. In the case of the Revenue Bill, it still remains to be seen which of the two groups of the President's political advisors will prevail. It is a well-known fact that President Coolidge is opposed to rates other than the so-called Mellon rates. One group of advisors is of the opinion that he should veto any bill which is not entirely acceptable to him. This advice is apparently based on the belief that as a presidential candidate Mr. Coolidge would be in a much stronger position and could go before the people with a real issue — reduce federal taxation based on the Mellon plan which is popular with the great majority of voters. The other group of advisors feel that a compromise should be accepted, holding that the campaign issue can be "further reduction of taxation."

The Association has fought for the Mellon plan from the beginning. It fought for it because the Mellon plan is sound and because its enactment into law would react to the benefit of all taxpayers. However, the writer is inclined to believe that President Coolidge will accept the compromise.

The President's action in vetoing the Bonus bill was a courageous bit of statesmanship, meriting the commendation of the American people as a whole.

Veto may also be expected of the so-called Brotherhoods Railroad Labor bill, H.R. 7358, in case the bill ever reaches the President. It will be recalled that this bill was taken from the hands of the Interstate Commerce Committee under the new rule which was made possible by the insurgent Republicans and Democrats. This rule provides that any bill may be removed from the hands of any committee provided 150 signatures can be secured. H.R. 7358 was the first bill to come under this rule. On May 5 the bill was placed on the floor of the House. Speaker Gillett ruled it out of order so that but two legislative days remain for its discussion. It should be a comparatively easy matter for proponents of the bill to filibuster during this short period.

Doubt has been expressed in some quarters that President Coolidge will sign the Child Labor Amendment. The principle objection

presented to this bill has been the fact that it abrogates state rights.

The McNary bill also seems to be having a difficult time but it will undoubtedly pass in some form.

It has been recorded in this column that a number of bills have been introduced which would prevent the pollution of coastal streams and inland waters. At the present writing there does not seem much possibility of the passage of any of these bills.

The so-called Gooding bill which would make section 15A of the Transportation Act absolute has, as previously noted, been passed by the Senate. It is rumored that the President will veto the bill in case it comes to him.

It is now fairly definitely settled that Congress will adjourn on June 7 to allow the members an opportunity to attend the party conventions.

The sixth listing of bills of importance to industry which have been introduced since the publication of the May issue of Connecticut Industry follows.

BANKING, CURRENCY, ETC.

S. 3204 and 3205 (Johnson) — To amend the act known as the Federal Reserve Act.

BONUS, INSURANCE, ETC.

H. R. 8884 (Quayle) — To amend the war risk insurance act to provide compensation and vocational training for civilian employees who served overseas during the world war.

H. R. 8938 (Little) — For the relief of certain officers and soldiers of the volunteer service of the United States.

FIREARMS

H. R. 8858 (Byrns) — To suppress the sale of pistols, revolvers and firearms of like form, size and description, and provides penalty for violation.

H. R. 9093 (Miller) — Declaring pistols, revolvers and other firearms capable of being concealed on the person, nonmailable and providing penalty.

FOREIGN TRADE

H. R. 8810 (Ayles) — To repeal schedule 5 of the act entitled "An act to provide revenue, to regulate commerce with foreign countries, to encourage the industries in the United States and for other purposes.

FUTURE TRADING

S. 3197 (Dial) — To amend Section 5 of the United States cotton futures act to enable the buyer of a cotton futures contract to demand actual delivery in fulfillment thereof prior to the close of delivery month.

LABOR

S. 3117 (Fernald) — To permit rural letter carriers to act as agents or solicitors outside of their hours of employment.

H. R. 276 (Leavitt) — For the appointment of a select committee to inquire into the need and form of the nation-wide system for the distribution of labor and to report thereon and for other purposes.

H. R. 302 (Fitzgerald) — A resolution for the consideration of H. R. 487, a bill creating the District of Columbia insurance fund for the benefit of employees injured and the dependents of employees killed in employment, providing for the administration of such fund by the United States Employees Compensation Commission and authorizing an appropriation therefor.

H. R. 9009 (Cooper) — Provides for the settlement, mediation, conciliation and arbitration of railway labor disputes between carriers and their employees and subordinate officials, and for other purposes.

H. R. 9035 (Griest) — Reclassifying the salaries of post masters and employees of the Postal Service and readjusting their salaries and compensation on an equitable basis, and for other purposes.

MARKING OF GOODS, ETC.

H. R. 8841 (Newton) — To prohibit the importation of certain hides or furs or packages thereof from Canada unless marked so as to indicate the country of origin.

TARIFF

H. R. 9076 (Green) — To amend sections 2 and 5 of the act entitled "An act to provide the necessary organization of the customs service for an adequate administration and enforcement of the tariff act of 1922 and all other customs revenue laws."

TRANSPORTATION

S. 3161 (Ransdell) — To create an inland waterways corporation for the purpose of carrying out the mandate and purpose of Congress as expressed in sections 201 and 500 of the Transportation Act, and for other purposes.

S. 3177 (McNary) — Providing for uni-

form contract for the carriage of goods by sea, and for other purposes.

H. J. Res. 253 (Brand) — Provides for an investigation in respect to the suspension and determination of the suspension of the operation of the provisions of Section 28 of the Merchant Marine Act of 1920.

H. R. 277 (Huddleston) — To investigate the Cleveland Passenger Terminal scheme.

H. R. 8754 (Newton) — To amend Section 206 of the Transportation Act of 1920.

H. R. 8915 (Edmonds) — To provide for the establishment in the Department of Commerce a Bureau of Navigation, a division of admeasurements of shipping.

H. R. 8917 (Griest) — To safeguard the distribution and sale of certain dangerous caustic or corrosive acids, alkalies and other substances in interstate and foreign commerce.

H. R. 8979 (Dallinger) — Authorizing the extension and operation of the transcontinental airplane mail service to Boston, Mass.

H. R. 8984 (Huddleston) — To prevent frauds in commerce, and for other purposes.

MISCELLANEOUS

S. 3178 (Colt) — Authorizing the Secretary of War to cause a preliminary examination and survey to be made of the harbor at Bristol, Rhode Island.

S. 3218 (Jones) — To secure Sunday as a day of rest in the District of Columbia, and for other purposes.

S. 3228 (Copeland) — To encourage home ownership and to stimulate the buying and building of homes to create a standard form of investment based on building-association mortgages; to create Government depositories and financial agents for the United States; to furnish a market for Government bonds; and for other purposes.

S. 3258 (Copeland) — To create a national police bureau, and for other purposes.

H. R. 294 (Haugen) — For the consideration of H. R. 8942, a bill to amend the packers and stockyards act, 1921, and for other purposes.

H. R. 296 (White) — For the consideration of S. J. Res. 22, proposing an amendment to the Constitution of the United States fixing the commencement of the terms of the President and Vice-President and time of assembly of Congress.

H. R. 9108 (LaGuardia) — Limiting the use of contributions made for the purpose of influencing elections at which presidential electors, Senators and Representatives in Congress are elected.

TRANSPORTATION

SECRETARY HOOVER URGES CO-OPERATION OF MANUFACTURERS

In a recent letter to this Association Secretary Hoover urged that this Association actively interest itself in bringing to the attention of coal consumers the necessity for the purchase of coal during the months of June and July.

Secretary Hoover points out that the fall car shortage always has the effect of increasing the price of coal and of seriously disturbing the whole economic machine. Security lies in repeating the storage performance of last year, by the manufacturers of the country taking reserves of coal during the months of June and July, thus foregoing the necessity of coal shipments during the peak period in competition with the household movement, which cannot be controlled.

The Association urges all members to co-operate with the Department of Commerce in this matter. Such cooperation will result in making available a sufficient number of cars for the transportation of manufactured products.

A BILL OF IMPORTANCE TO MANUFACTURERS

Although the Association has found it necessary to oppose almost all of the amendments to the Transportation Act of 1920, it has registered itself in favor of H. R. 8842 which amends section 206 of the Transportation Act of 1920. This amendment provides that "final judgments, decrees, and awards in actions, suits, proceedings, or reparation claims, of the character above described, rendered against the agent designated by the President under subdivision (a), shall be promptly paid out of the revolving fund created by section 210, and in the case of awards made by the commission, all interest allowed by the commission in connection with such awards shall be paid as a part of such awards."

ORDER ENFORCING SECTION 28 OF THE MERCHANT MARINE ACT VACATED

The Interstate Commerce Commission vacated its order making effective June 20 Section 28 of the Merchant Marine Act, restricting import and export rail rates to traffic carried in American bottoms. The Shipping Board

had withdrawn, on May 8, its certificate which declared that shipping facilities under the American flag were adequate to handle all commodities other than grain. The Board reported May 8 that "doubt has arisen whether shipping facilities under the American flag are adequate in all respects." This action is a direct result of the activities of this Association and other organizations in seeking postponement of the effective date of Section 28. Your Association, prior to the above announcement, participated in introducing a bill in Congress which would have had the same effect.

PROPORTIONAL AND TRANS-SHIPMENT TARIFF ICC 2678

For some time the Traffic Committee of the Association has been negotiating with G. M. Wood, General Freight Agent of the New York, New Haven and Hartford Railroad, in an effort to secure a cancellation of the proportional rates of the above tariff. The committee is in receipt of communication from the General Freight Agent stating that these rates will be cancelled as soon as certain steamship lines can set a date on which to publish joint through rates.

ALL-RAIL RATES ON WEST VIRGINIA COAL

Before this issue of "Connecticut Industry" goes to press, the Association should be in receipt of information from the Interstate Commerce Commission in regard to the establishment of through all-rail rates from the New River and Pocahontas fields of West Virginia to points in New England.

It will be recalled that the Association has for nearly five months been carrying on a very active campaign for the establishment of these rates.

RATES TO POINTS IN ARKANSAS, LOUISIANA AND OKLAHOMA

This Association has been actively participating in the matter of rates contained in Supplement No. 6 Sedgman's Tariff 1 F. All members who ship to territories above mentioned have been advised by special bulletin to inspect the tariffs in question.

PRO-RAILROADISM

The editorial of President Hubbard in this issue is worthy of the attention of all manufacturers and individuals who have the interest of the industrial future of Connecticut at heart. "Connecticut Industry" will be pleased to have you comment on President Hubbard's thoughts.

INDUSTRIAL SERVICE

UNEMPLOYMENT INSURANCE

On May 1 the unemployment insurance fund established in Chicago by agreement between the clothing manufacturers and the Amalgamated Clothing Workers of America began definitely to function. The experiment will be watched with interest by other industries, particularly those in which wide seasonal fluctuations bring to the front the problem of wage stabilization.

There is no precedent in the United States on which to base an estimate of the workings of such a plan. Although a plan announced by the Proctor and Gamble Company in August 1923 guaranteed year round employment to substantially all employees, the plan was based on the adjustment of production to daily consumption requirements, and is not, strictly speaking, an insurance proposition. In England however, unemployment insurance in one form or another, has been a factor in the industrial life of the country for upwards of twelve years. Compulsory insurance against unemployment was introduced by an act passed in 1911. The act was first of limited scope, covering only about two and a quarter million people, but in 1916, it was extended to cover a number of additional trades, mostly those connected with war activities, in which it was expected that unemployment would be severe after the close of the war.

English Unemployment Dole

After the war, the normal working of the unemployment insurance scheme was interfered with by the donation plan. In accordance with promises made by the government early in the war, "out-of-work donations" or doles were paid during unemployment to ex-service men and women, and even to civilian workers for a year after the armistice. In the case of ex-service men and women, these payments were extended to March 31, 1921, and in a few cases even later. The unemployment insurance policy given to soldiers in England at the time of demobilization was similar to the regular national policy, except that it was not dependent on the payment of contributions, and furthermore, there was no waiting period, as is customary in industrial insurance. No person could draw both insurance benefit and dole, but since the dole was larger they naturally chose that.

Unemployment Insurance Act of 1920

In an effort to supply the apparent deficiencies in the provisions then being made for the unemployed the unemployment insurance act

of 1920 was passed, and went into operation in November of that year. This measure, extending compulsory insurance to substantially all classes of workers except agricultural workers and those in domestic service, brought under insurance an additional 8,000,000 workers which, together with the 4,000,000 persons insured under the acts of 1911 and 1916, makes a total of 12,000,000 people in England at present under unemployment insurance.

The contributions to be paid and the benefits claimable under the act have been changed once or twice, but at present are as follows:*

	Weekly payments by		
	Employer	Employee	Government
Men	10d	9d	6 3/4d
Women	8	7	5 1/4
Boys	5	4 1/2	3 7/8
Girls	4	4	3 5/8

Under the dependents' clause, a man receiving 15s. may draw 5s. for his wife and 1s. for each child. Administrative expenses, including the maintenance of unemployment exchanges are borne by the insurance fund to 1/8 of its income: thereafter the government must bear this expense.

Chicago Plan Differs in Essentials

The plan now in operation in Chicago is of course not entirely comparable with the system of unemployment insurance in force in England. The former is a cooperative agreement having as parties the employers and a labor organization. While it has not been in operation sufficiently long to give evidence of its worth, at least it has the merit of operating independently of government resources. The latter is a scheme of national unemployment insurance, under which, in return for small contributions exacted from employers and employees, the government assures the working people either their old jobs without diminution of wages, or weekly payments while out of employment for periods ranging in various cases from 12 to 26 weeks per year.

A cooperative agreement providing for the establishment of an unemployment insurance fund is a new step in the field of industrial relations, but on its face it offers nothing objectionable. It may indeed accomplish a great deal in the way of wage stabilization by distributing the burden of wage adjustments. A system of compulsory insurance, however, such as is in force in England cannot meet with the approval of industry. In its practical and

*£1 at par = \$4.866, 1s = 24.3¢, 1d = 2.03¢

economic aspects it belongs to a class of well established efforts which aim to accomplish certain direct results of a highly commendable character, but which indirectly produce evils of a nature more serious in their effects upon society than the objectionable conditions which they seek to alleviate. From the beginning of 1921 up to July 1923, the number of unemployed has never been less than one million, and has run as high as two million. While one cannot logically trace this condition to the existence of the provision made for periods of unemployment, it is not stretching one's credulity too far to believe that these extremes would not have been reached had it not been for the assurance that a paternalistic government policy had provided a method of closing up the breach with little or no need for personal initiative and self help. The expectation of receiving automatic assistance certainly encourages habits of improvidence. The strong desire in the minds of most individuals to attain a state of economic independence in order that they may escape a condition of want has always been a compelling factor in stimulating industry and ambition. Human nature is so constituted that the removal of this incentive, even in part, leads to indifference as to the future. So much for the psychological aspects of the case.

National Insurance a Heavy Burden

The inevitable increase in the tax burden resulting from the adoption of a policy of national insurance is a factor of more importance to industrial interests. Experience with measures of this general character has clearly demonstrated that while the initial demands may be of an extremely modest nature, once the principle has been definitely recognized there is no limit to the diversity of its applications. Altho the act of 1920 provided that periods of benefit were to be proportionate to contributions paid, the conditions of 1921 made adherence to those requirements impossible. The remedy adopted was to modify the scheme to allow discretionary grants to those whose qualifications on this score did not entitle them to benefits. The history of unemployment insurance legislation in England since 1921 is largely that of passing one act after another granting further extensions of such benefits. During that time the outgo of insurance funds has far exceeded the income, and the burden has fallen on the taxpayer. Between the end of the war and May 1922, the British Government disbursed £144,000,000 (over \$700,000,000) in doles and unemployment benefits. According to a recent

article in the "Workmen's Compensation Bulletin" some \$500,000,000 of the taxpayer's money was devoted last year to the payment of unemployment benefits.

Furthermore, the industries of the country, with less than 7/8 of their forces working, have been maintaining the other 1/8 in idleness. As the resources of industry have been diminished by depression, the burden it has been forced to carry has increased. When business is poor, and retrenchments are necessary all along the line, the contributions from employers become a serious exaction.

Unsound Provisions in the English Law

Industrial history has proven the fallacy of attempting to contravene the free working of an economic law by legislative enactment. In the ordinary course of business, wages respond to an increase in the supply of labor by declining. This salutary process, though sometimes resulting in temporary distress, is a necessary prelude to the period of stabilization after an industrial crisis, and is one of the first steps in deflation. In England, however, the process of lowering wage rates to competitive levels was obstructed by a clause in the act of 1920 which provides that claim to unemployment benefits is not forfeited by declining an offer of employment at wages lower than those habitually received by a claimant, or lower than those generally paid in a district by closed shop agreements.

Another vicious phase of the act of 1920 was the provision which made eligible to benefit workers who decline an offer of employment in a situation vacant by reason of an industrial dispute. The inevitable consequences of such a provision in the way of industrial unrest are self-evident. Its actual effects are shown by the fact that benefit applications of men and boys which manifested a downward tendency after reaching the high point in the spring of 1919, again increased in September when the molders and railway workers strike occurred.

Unemployment is a serious problem, and industrial leaders welcome anything which makes for real relief. At the present time, however, there is no adequate actuarial basis for the economical application of public insurance to the unemployment contingency in this country. This fact coupled with the growing realization that self dependence has contributed more than any other virtue of the American people to our unexampled progress and prosperity, seems to indicate that relief does not lie in this direction.

SALES EXCHANGE

In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

FOR SALE

Brass

125 lbs.	3/32"	round free turning brass rod.
250 "	5/32"	" " " spring brass rod.
200 "	11/64"	" " " brass rod.
250 "	9/32"	square " " " "
32 "	1/2"	" " " "
1214 "	5/8"	hex. " " " "
50 "	11/16"	round " " " "
232 "	13/16"	" " " "
100 "	7/8"	" " " "
250 "	1"	" " " "

Steel

100 "	1/4"	hex. Bessemer free turning steel rod.
500 "	5/16"	square " " " "
500 "	11/32"	round " " " "
1000 "	13/32"	" " " "
500 "	7/16"	square " " " "
2000 "	.035	No. 15 spring music wire purchased from American Steel & Wire Co.
50,000 "	1-5/8"	x .043-.046 C. R. O. H. No. 3 Stanley temper steel quarter hard, bright and free from scale.

1 piece of Vasco vanadium type "K" 8% carbon steel, 5-5/8" dia. x 11-1/2" long, weight 81 lbs.

Address S. E. 86.

Factory chairs as follows:

- a. 481, 20", unused.
- b. 295, 24", "
- c. 5, 30", "
- d. 176, 22", used.
- e. 923, 24", unused.
- f. 1759, 26", "
- g. 70, 26", used.
- h. 11, 30", unused.

Address S. E. 82.

Federal truck, 3 1/2 ton in first class condition. Address S. E. 83.

Used equipment as follows:

- a. 1—Acetylene generator, 100 lb. capacity, 100 cu. ft. of gas per hour.
- b. 8—Flash back chambers.
- c. 4—Regulating valves.
- d. 5—Type W—3 ox. weld. torches.
- e. Sand blast equipment.

Address S. E. 84.

FACTORY SPACE FOR SALE OR RENT.

1. Factory buildings of one, two and three story brick in center of prosperous village. Ample floor space with land enough for expansion. Equipped with machinery operated by water power, have natural and electric light and steam heat, high pressure water hydrants. Adjacent to railway.
2. Manufacturing or storage space in Hartford. Heated, equipped with elevators and thoroughly modern in every respect. 7,200 sq. ft. on one floor and basement of same size. Also 2 one-story buildings containing about 2,000 sq. ft. each.
3. Factory property in Greenville section of Norwich. Approximately 50,000 sq. ft. in three buildings, one 110' x 40', 2 floors; one 200' x 30', 1 floor; one 200' x 50', 3 floors. Brick mill construction, sprinkler system, electric lights and steam heat. About 2 acres of land and private siding on N. Y., N. H. & H. Railroad.
4. Factory property in Bridgeport. 3 stories of brick factory construction, containing 17,454 sq. ft. Complete with electric lights, sprinklers and all modern equipment. Adjacent to railroad tracks.
5. Factory property in New Haven, consisting of group of several connecting units, containing approximately 53,000 sq. ft. Well lighted and of modern industrial construction. Located on branch of New Haven Road, has 3 railway and 1 trolley siding and property extends for its full width of 357 feet to navigable water. Main floor has 10-ton crane and railway siding inside building. Ample storage space for coal and fuel oil.

EMPLOYMENT SERVICE

This department is open to all members without charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

FACTORY MANAGER—Experienced in every step in manufacturing from boiler room to general superintendent including designing of machinery, electrical and hardware articles, pumping outfits, estimating and cost accounting and sales activities. Address P. W. 118.

ACCOUNTANT—Age 36, married. High school graduate, 2 years commercial academy and graduate of Walton School of Commerce. 14 years' experience in cost and general accounting in charge of departments and installation of systems. Address P. W. 119.

MECHANICAL EXECUTIVE—Age 42, married. Graduate mechanical engineering, Brooklyn Tech. Experienced 6 years' as machinist, 2 years, mechanical draftsman, 6 years,

machine tool designer, 3 years, master mechanic, 5 years, chief of planning. Address P. W. 120.

PRODUCTION MANAGER—American, age 41, married. Experience in production and sales departments and familiar with general office work. Address P. W. 121.

FACTORY MANAGER—Age 40, married. Educated Massachusetts Tech. Experience covers 18 years as the following: labor foreman; inspector; industrial engineer, responsible for industrial investigations, reports and reorganizations; consulting industrial engineer, including position as works manager; superintendent rates and labor including activities in shop hospitals and lunch rooms; assistant to the president. Address P. W. 122.

